

POWER WILL COST ABOUT THE SAME

High Cost of Living Shows But Little, If Any, Reduction Over Year Ago in Honolulu; Christmas Meat Higher Despite Fact That Democrats Have Removed the Tariff.

Christmas dinners will cost just about the same this year as last; in fact a few staples are higher this year in spite of the concentrated efforts of the Democratic party in experimenting with the tariff. For instance, turkey ranges from forty to fifty cents a pound, mostly the latter, although they are thirty cents a pound on the coast. At the territorial market, turkey is sold at Queen and Numa streets island turkeys are for sale for forty cents a pound, live weight, in the shops forty-five cents per pound. The Metropolitan Meat Market has a complete display of all kinds of the best meats and Christmas delicacies, but for the great majority of eatables the prices this Christmas season are the same as last year. Mutton is cheaper for prime cuts, twenty-five cents a pound instead of twenty-eight; but beef is dearer, twenty-eight instead of twenty-five, while ducks are scarce at sixty-five cents each.

Chickens Are the Same.
Chickens are the same, forty cents for milk-fed and thirty cents a pound for the plain-fed kind. Eggs, however, are much higher, fresh ranch eggs going at seventy-five cents a dozen instead of sixty-five.

Henry May & Company are making a specialty this Christmas of fresh California ranch eggs at fifty cents a dozen, having made a contract with a big Santa Rosa poultry farm in advance. This is cheaper than the coast price itself. Lady apples, however, are now twenty cents a pound while last year they were two pounds for two bits. Otherwise prices are very much the same for all canned goods, except meats, which are considerably higher.

The following table will give housewives an idea of the cost of local produce and Christmas goods for the table:

	1913	1912
Turkey, dressed, Island	50	50
Turkey, dressed, Coast	40	40
Chicken, milk-fed	40	40
Chicken, grain-fed	30	30
Pork	30	30
Beef	28	25
Mutton	25	25
Butter, each	50 to 55	Same
Eggs	75	65
Portonies, 3 lbs.	25	25
Onions, 6 lbs.	25	20
Mixed Nuts	25	25
Apples, 3 lbs.	25	25
Grapes, 1 lb.	15	15
Colony, per bunch, from 15 to 20	Same	Same
Lady Apples	25	25
Best Kona Coffee	30	30
Ceylon Tea	65	65
Oranges	45	40
Canned Fruits	Same	Same
Raisins, best quality	20 to 25	Same
Canned Meats	Lower	Lower

Committee Holds Meeting, But Defers Action Until December 30.

Although the special committee named by the Republican territorial committee to revise the party rules has been in existence for some months, the members came together as a committee for the first time last night. Although it had generally been supposed that the committee were forwarding their brains in the evolving of amendments to the party constitution for the party's good—in view of the 800 minority the last election gave the party on Oahu—it was not until last night that it became generally known that the committee had done nothing.

It is true that a day or two following the naming of the committee a set of revised rules was sent out for the consideration of the members of the committee, but it is equally true that in some instances the committee members respectfully returned the new rules with the suggestion that they would like to have something more to say about how they should read.

The meeting was held in Cecil Brown's office in the Campbell Block to consider suggestions for the amendment of the party rules to make the procedure conform to the requirements of the primary law. These amendments will be formulated and submitted for final adoption at a meeting of the central committee to be held December 29.

The election for delegates will be called early in February and the convention will be held February 24. Under the apportionment as based on the vote for delegate at the last election the number of delegates will be thirteen less than at the last convention, only 147 instead of 160.

Manuel Silva, an employee of the Monahan Ranch was thrown from his horse at about four thirty o'clock yesterday afternoon and died at the Fort Shafter Hospital shortly after seven o'clock last night.

Silva was found lying in the road unconscious by Sheriff Schuchman of Fort Shafter who took him to the hospital in his automobile. Every effort was made to save the man's life but he expired without regaining consciousness. The police are investigating the cause of the accident and an inquest will be held today.

La Follette Bill Believed To Menace American Ships

United States Could Not Hope to Compete with Coolie Labor and Foreign Vessels in Oriental Trade if Measure is Enacted, Is Belief of Shipping Men.

American shippers look with dark forebodings on the danger of the enactment of Senator La Follette's Seamen's Bill, introduced in the United States Senate as Senate Bill No. 136. On its face it is intended as a measure for protecting the American sailor, it is claimed that it aims at the very heart of American shipping and its passage would result in practically driving the American flag off both oceans. Honolulu would be one of the heavy sufferers, for it is believed that the enactment of the law would compel such big steamers as the Manchuria, Mongolia, Korea and Siberia, now touching here to go out of the Oriental business. These vessels give employment to hundreds of officers, sailors and other employees. They represent a total of nearly a thousand tons displacement and an outfit of practically ten million dollars and other foreign steamship companies, freed from the requirements of the American law, would come in with their cheap coolie labor and secure a monopoly on a great business that has been carefully built up by Americans. The Pacific Marine Review points the following interesting points of the La Follette bill, which passed in the senate October 23 last:

To promote the welfare of American seamen in the Merchant Marine of the United States, etc., which passed the United States Senate Thursday, October 23d, if it becomes a law, in connection with the laws of the United States pertaining to immigration and the exclusion, deliver the entire overseas traffic between Pacific ports of the United States and the Orient to the ships of the Japanese merchant marine.

It does not seem possible that the framers and promoters of this bill could contemplate so disastrous a result, and, yet, from a study of the different requirements of the bill, it appears that the conditions to be complied with are such that only the Japanese steamship lines, officers and manned by Japanese, all speaking a common language, heavily subsidized by the Japanese Government, can fully and easily meet the requirements without losing any of their present economic advantages through low wages, etc.

Its effect, therefore, would not only result in the actual disappearance of the 816 American seamen now operating in this trade, but also would prevent the ships of any other nationality entering the trade through inability to comply with the terms of the bill, as shown later. This would give to the ships of Japan an actual monopoly of the trade between Pacific Coast ports of the United States and the Orient.

Briefly, the reasons for supposing that this would be the effect of the bill are as follows:

First.
All steamships operating in the trans-Pacific trade are offered by citizens of the country under whose flag the vessel operates but are manned in the different departments, by Chinese or East Indians, with the exception of the Japanese line, two of which are manned wholly by Japanese and one partially by Japanese and Chinese.

The bill provides that no ship of nationality, "shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which in each department thereof, are able to understand any order given by the officers of such vessel, in the first year, forty-five per centum, in the second year, fifty per centum, in the third year, fifty-five per centum, in the fourth year after the passage of this act, and thereafter, sixty-five per centum of her deck crew, exclusive of licensed officers, are of a rating not less than able seaman."

It would be impossible for those ships, of different nationalities, now operating with European or American officers and manned with Asiatic crews, to obtain such crews, seventy-five per centum of which, in each department, would be able to understand any order given by the officers of such vessel. It might be possible to obtain Oriental crews for the deck force and for the commissary department, in which at least seventy-five per cent, if not more, would understand any lawful order which might be given them by their officers, but it would be absolutely impossible to obtain such men in the fire room force, which is the largest department upon any ocean-going steamer.

A set of firemen or coal passers who would understand the English language, or the German language, or the French language, or the Spanish language, is not to be found, so that this language qualification of the bill would prohibit ships of other nationalities engaging in this trade with Oriental crews as well as ships under American registry, while it would not apply to Japanese ships, officers and manned solely by Japanese, where the entire ship's company speak a common language and so in every respect complying with all the terms of the bill.

The portion of the bill which pertains to the per centum of able seamen, quoted above, is easily filled, as there are as many able-bodied competent men among Japanese seamen as among any other race in the world. The board of local inspectors, who "shall issue to applicant a certificate of service, which shall be retained by him and be accepted as prima facie evidence of his rating as able seaman," would only be competent to examine Japanese sailors in their ability for this rating through an interpreter. The Japanese could not be deprived of this right to a certificate if, through an interpreter, he clearly demonstrated the fact, in every respect, that he was an able seaman, entitled to a certificate giving

him the right to serve as an able seaman on a Japanese ship under the terms of this bill. Therefore Japanese crews would meet wholly the language requirements of this bill.

Second.
It was undoubtedly the intention of the framers of this bill that the treaty conditions of "the arrest and imprisonment of officers and seamen deserting, or charged with desertion from merchant vessels of the United States in foreign countries and for the arrest and imprisonment of officers and seamen deserting, or charged with desertion from merchant vessels of foreign nations in the United States and the territories and possessions thereof and for the cooperation, aid and protection of competent legal authorities in effecting such arrest or imprisonment," is to terminate, and that the crews of foreign ships entering United States ports would have the right to "receive within forty-eight hours after demand therefor from the master of the vessel to which he belongs, one-half part of the wages which shall be due him," and, after receiving such wage, leave his ship, without regard to any of the laws of his own country, which might require him to be shipped for a round voyage, and without fear of arrest and imprisonment under the charge of desertion, as such charge under the terms of this bill ceases to exist. No foreign consul will have the right to enforce the shipping articles under which the man may have shipped in foreign port and from which the U. S. releases him in an American port.

Under the immigration laws of the United States a sailor is not considered an immigrant and he therefore has the right to come ashore under the rules and regulations established by the Department of Labor and remain in American territory a reasonable time during which he may reship and depart from the United States. Therefore, crews from foreign ships have the right to leave their ship, disregarding the terms of their shipping articles, and remain in America until they have either received a higher wage, or upon the ship they had just left, or have drifted to employment on the ships of other companies.

The Chinese Exclusion Act and the agreement with the Japanese Government would seem to put an entirely different phase on the condition of the Chinese or Japanese sailor who desired, under the provisions of this bill, to regard his shipping obligations, abandon his ship and come on shore at an American port, in order to demand higher wages for his service on the return voyage or to seek employment on some other ship.

It is a question if there would not be a grave danger here between the rights of the European sailor, and the rights of the Oriental sailor, under the Chinese Exclusion Act, and it is doubtful whether the Department of Labor would permit Oriental sailors to come ashore in large numbers, in Pacific Coast ports and remain in the country until such time as they could reship. If these men were permitted to come on shore it would be difficult to get them out of the country, except by deportation under the Exclusion Act and at the expense of the Government.

By the terms of this bill, an arrangement among the officers of the International Seamen's Union would place the control of the crews of all ships under the charge of these leaders and no crews would be instructed to desert and "the half wages due," under the terms of the bill, abandon their cities, come on shore and the ship could leave to remain in port until a new crew was provided or the old one shipped, of course at very much higher wages than those at which they were originally shipped.

The bill is a device to assist members of the crew in all departments to obtain higher wages. But it is doubtful whether the Japanese sailor would affiliate with the international organization, and, in a few, or many, cases, the crew of the Japanese government in the ships and personnel of the Japanese merchant marine, it is reasonable to suppose that the Japanese government would counteract any action of this kind by immediately enacting a law making it a criminal offense for a Japanese sailor to desert his ship in a foreign port. The Japanese sailor would not dare avail himself of this provision if the bill to advance his wages, fearing imprisonment on return to his own country.

It is therefore apparent that the owners of Japanese ships will be able to comply with all the provisions of this bill, and at the same time, their crews would be exempt from any advance of wage over that at which they had signed in their home port, nor could their crews be disturbed by labor agitation.

Third.
It is a well known fact that the ability to meet competition depends largely upon efficiency and economy of operation. Wages are a prime factor in operation. The wages of seamen out of Oriental ports are lower than the wages of seamen out of any other ports in the world. The wages of European seamen out of Pacific Coast ports, in the different departments of the ship, will vary from \$40 to \$55 per month United States gold, while the wages of Oriental seamen out of Oriental ports will vary from \$25 to \$40 gold. The cost of feeding the European sailor is 25 cents per diem; the cost of feeding the Oriental sailor is 15 cents per diem. From this it must be apparent that there is a vast difference of economy in the operation of competitive vessels, in the same Oriental trade, where one is manned by men who receive the Oriental wage, as against the ship which is manned by men who receive the European wage.

If this bill in plain language stated that no American ship could carry other than an American crew, in all depart-

CONGRESS PREPARES FOR MANY HEARINGS OF RAPID TRANSIT FRANCHISE BILL

By Ernest G. Walker.
(Mail Special to The Advertiser.)
WASHINGTON, December 21.—

Representative Horgan of Connecticut, John W. Langley of Kentucky, and J. H. D. Brown of New York have been appointed a sub-committee of the committee on territories to take in charge the consideration of an important measure affecting the rights and franchises of the leading railroad company in the Territory of Hawaii. The Honolulu Rapid Transit & Land Company has a franchise which will run until 1930; the legislature of the Territory of Hawaii has extended this franchise to 1940 and otherwise amended the laws affecting the company. The matter is before the committee on territories in the form of a bill to ratify, approve and confirm the act of the Hawaiian legislature. The congressman find it necessary to go into the Honolulu railway situation thoroughly in order to decide upon the proper course of action, and a long series of sessions is anticipated.

Deputy Weaver Preparing Ordinance to Carry Out Work Started by Official Numberer Murphy Dozen Years Ago.

The evils of a promiscuous numbering of houses, based on the fanciful and numerical superstitions of their inmates will soon be out of date in Honolulu, if Deputy City Attorney Weaver has his way. Yesterday morning he started to work on a new ordinance designed to insist upon an orderly numbering of houses as well as an effective one.

James will no longer be able to avoid the figure 7, for instance, because it has always proved an unfortunate one in his grandmother's family; providing, of course, that his house happens to fall in the "7" square. Other vagaries will have to give way to the dictates of an official numberer.

Mr. Weaver stated yesterday that he was following A. E. Murphy's system, inaugurated in 1900, when the latter was official numberer, a position he held until some one got his number and abolished the position.

This system is being revised and improved by Mr. Weaver, who has foreseen the difficulties growing about the present system, already the subject of protest on the part of the postal officials.

Christmas greetings by cable all the way from Brisbane, Australia, came to J. Walter Doyle in Honolulu yesterday. Though the distance to that thriving Australian city from Honolulu is only a little more than four thousand miles, the message was flashed under the sea and over land a distance of more than ten thousand miles before it finally reached Honolulu on its journey of good cheer. What is more, the message was dated at Brisbane, December 24, and reached here on December 25, one day ahead of itself, as it were.

This, of course, is accounted for by the fact that in coming from the Antipodes a day is lost in crossing the equator.

Following is the route the message took in its journey here: Brisbane to Sydney, 800 miles; Norfolk to Fiji, 800 miles; Fiji to Fanning, 1800 miles; Fanning to Vancouver, 4000 miles; Vancouver to San Francisco, 1000 miles; San Francisco to Honolulu, 2200 miles—total, 10,600 miles.

ments (which it does indirectly), it would say, in so many words, that the American ship, in so far as trans-Pacific trade is concerned, must go out of business, because it is apparent that, with equal rates on freight and passenger business, it could not meet the competitive conditions of the Japanese ship, which would have not only the benefit of the cheaper cost of operation, but the cheaper paid crew, but the patriotic aid and assistance of the Japanese government and Japanese travelers and shippers, as well as the most generous subsidies to all their lines, ranging from \$238,000 to \$1,340,000 gold per annum.

So much for the American ship. What is to be done, under this bill, for European shipowners to operate ships on the Pacific in competition with Japanese ships if they were compelled to man their ships with European crews and meet the competition of the cheaply operated and subsidized Japanese ships, with the continual loss of their crews in American Pacific Coast ports. The venture would be entirely too doubtful and, therefore, it is apparent that the field is left open entirely and exclusively to the Japanese shipowner, the American and foreign ships having been put out of business by the impossible terms of the bill.

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"Peace Fleet" Feature of Famous Carabao Banquet

Story of Happenings at Annual Dinner of Military Order Which Peeved the President, Started an Investigation and Has Wound Up in Orders to Secretaries of Army and Navy for Wholesale Reprimands to Officers Implicated.

WASHINGTON, December 15.—President Wilson formally withdrew tonight his recent acceptance of honorary membership in the military Order of the Carabao, composed of regular and volunteer officers of the army and navy who served in the Philippine Islands in the four years' succeeding the Spanish-American War.

Earlier in the day the President had ordered an investigation of various satires and travesties on the administration, which had been sung at a banquet of the Carabao in Washington last Thursday night. The affair was attended by Secretaries Redfield, Daniels and Postmaster-General Burleson, Justice McKenna and Vandewater of the United States Supreme Court, many members of congress and hundreds of army and navy officers.

The demand for an investigation, together with intimations from the White House that courts-martial and severe reprimands would not be surprising as a result of the banquet, caused a sensation in army and navy circles in the capital.

The incident first came to the President's attention when he read accounts of it in the newspapers. Through his secretary he communicated with various members of the cabinet, expressing his indignation that officers of the army and navy should sing songs containing profane epithets toward a people which the United States was endeavoring to assist to self-government and civilization. No effort, according to White House officials, had been made to keep the banquet a private affair, copies of the songs and descriptions of the travesties showing opposition to the administration's Philippine policy being given to the press generally in advance.

It was made plain at the White House that while a general burlesque of the administration's peace policies and thrusts at Secretary Bryan and others were deeply resented because they came from army and navy officers, the chief objection was to the spirit of hostility shown to Philippine independence as the problem is being worked out by the present administration.

Secretaries Daniels and Garrison conferred at length on the subject and called upon Rear-Admiral Thomas T. Howard, U. S. N., and Maj.-Gen. James A. Leitch, U. S. A., the two highest officers of the Carabao, for an explanation. They promised to give all the information desired. They would not discuss the incident for publication.

Secretaries Daniels and Garrison conferred early today and called for a statement of explanation from Rear-Admiral Howard and Quartermaster-General Leitch, the highest ranking officers at the dinner.

Secretary Daniels at the same time suggested to Admiral Howard that he decline the presidency of the order, to which he was elected last Thursday, and informed him that the song "Damn, Damn, Damn the Insurrectos," which was sung at the banquet, should never be sung again under the present administration with officers of the navy present.

Hit Bird Plunkers.
The President expressed his intention to members of his cabinet after he had read published accounts of banquet. He felt particularly displeased over the travesty on the administration's peace policy and criticisms aimed at Secretary Bryan when three six-foot models of bird plunkers, borne by concealed boys, were carried into the banquet room. In the middle of the group were stuck nose-gays and a milk-white dove was perched on each fighting top. They were named "U. S. S. Fellowship," "U. S. S. Friendship" and "U. S. S. Piffle." Another satire was a moving picture film of a three-year pursuit of a Filipino which was sung and again had escaped capture and hardly had been apprehended when he was made governor of a province.

The performance, according to advance statements given out by the Carabao Society, was designed to show the "lack of sympathy for recent developments and tendencies in Philippine government."

President Wilson, himself, was not invited by the diners, but he made it plain to his associates that he felt keenly the burlesques on members of his cabinet. Secretary Daniels and Secretary Garrison shared the President's feeling in the matter. Mr. Daniels said today that he left the dinner immediately after making his speech in order to keep another engagement and that the song "Damn, Damn, Damn the Insurrectos" was particularly offensive to him.

Secretary Daniels said that had he known the song was to have been sung he would have asked that it be omitted and had not that been done he would have declined to attend the dinner.

The opinion of the President and members of his cabinet is that satires cannot be objected to when coming from persons outside of the government, but to permit to go unnoticed the criticisms of officials of the army and navy is likely to be misinterpreted abroad as a severe breach of discipline.

Falls Like a Bombshell.
The news of the proposed investigation fell like a bombshell in army and navy circles. There were hundreds of officers present. Rear-Admiral Howard told Mr. Daniels today that they had sung the "Damn, Damn, Damn the Insurrectos" for thirteen years, and had not yet with any objection. Secretary Daniels pointed out that officers of the army and navy who would be expected to support the administration's policy would not be permitted to ridicule it.

Mr. Daniels was inclined to take into consideration that the function was intended as one of jollity and good-

CURRENCY LAW WILL WORK SLOWLY

Expected That It Will Take About Three Months to Get New Measure Into Working Shape—Act May Result in Changing Money Center from New York to Washington.

By Ernest G. Walker.
(Mail Special to The Advertiser.)

WASHINGTON, December 11.—At least two or three months will be needed to get the new currency law into operation. The organization of those regional reserve banks is not the work of a day. This means a period of some hesitation and confusion, but nevertheless, when the law has the President's signature national banks throughout the land can speedily figure out their vital situation. They can tell approximately how much they must prepare to pay into the regional reserves. They can make ready to adjust themselves to the new conditions and ascertain approximately what they stand to earn. This should release funds in some measure and be to the profit of business enterprise.

President Wilson will be called upon to select his federal reserve board. That board will be most important to the organization. One hears much talk about these members ranking in dignity and power at Washington with justices of the United States Supreme Court. They will undoubtedly have large power. The new currency system will be judged much by the kind of men President Wilson names. It goes without saying he will seek the very best ability he can command, a most vital matter, however, will be the way the board works, when it has been organized. Every national bank in the country will be watching.

Washington a Currency Center.

The new law, of course, will make Washington a currency center, just as the interstate commerce commission made Washington a center in railroad administration interests. Presumably New York will lose some of its importance in that connection. New York will likely lose control over large volumes of idle money that heretofore has been turned in there for use wherever it could earn interest.

While President Wilson nominates and the senate confirms members of the federal board, there will be activity in every section with a regional bank in getting it started and its board of directors selected. The local banks will have more voice in that matter. Bankers will take a lively interest in this regional organization. There, again, the character of men who become regional directors and the manner in which they perform their duties for the first few months will influence public sentiment materially regarding efficiency of the new currency law.

Burden in Currency Department.

The burden of administration will fall much upon the treasury department, especially if it was with the tariff law and its income tax provisions. Duties of the comptroller of the currency are much affected. There is a vacancy in the office. President Wilson has been waiting passage of the currency law before filling it.

Incidentally Washington is becoming a city of boards, commissions and the like. Somebody will call a halt, one of these days, and tell how much boards and commissions are costing. The Taft administration brought two new federal courts to Washington, the customs appeals and the commerce court, the latter of which is about to be disbanded by the Democrats. But an interstate trade commission is in prospect. It may be authorized by the present Democratic congress. Interstate commerce commissioners rate themselves as almost as important as senators and judges, and rank with members of the cabinet. Thus it will be with other commissions.

Seventeen Crates of Game Birds as Well as Pheasants for Maui Mountains.

Not the least interesting of the "passengers" on board the T. K. K. liner Shinyo Maru who arrived in Honolulu yesterday from the Orient, were seventeen crates of fancy game fowls consigned to E. H. Farris. They will be turned loose in the mountains of Maui and it is hoped they will breed in sufficient numbers to turn the more remote parts of that island into a fine game preserve.

The birds are pheasants and quail, numbering a little over fifty in all. Several were found dead when they were taken out on the wharf yesterday. The Shinyo arrived two hours before it was expected, reaching its wharf a little after eleven o'clock yesterday morning at nine o'clock, with mail, but no passengers, for San Francisco. There were twenty-five passengers for Honolulu, making one of the largest lists of arrivals from the Orient in several months. With the exception of several returning Japanese residents all were tourists on their way back from the Orient or else on their way around the world.

THE CHILDREN'S COLDS.

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